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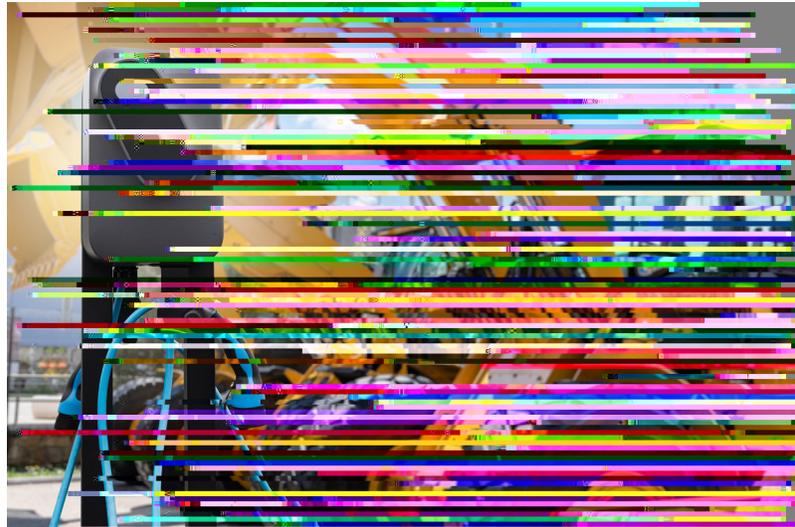
At the center of any construction alternative power discussion is diesel. Diesel remains the go-to power on jobsites — according to the Diesel Technology Forum, 98% of construction's energy use in the U.S. comes from diesel.

But with global initiatives underway to reduce carbon emissions to net zero by 2050, it's up to construction industry manufacturers to find ways to lessen diesel's carbon impact. A range of solutions is being considered:

- Replacing the diesel engine altogether
- Reconfiguring the engine to run on lower-carbon fuels
- Making the diesel engine as efficient as possible

All will be necessary.

The challenges are numerous. Unlike some sectors, construction doesn't rely on a core piece of equipment, but rather on a vast fleet that ranges from mini excavators to



specializing in the research and analysis of international construction and agricultural equipment markets. Although now quite expensive compared to their diesel counterparts,



About the Author

Marcia Doyle is a contributing writer for the [Association of Equipment Manufacturers \(AEM\)](#). AEM is a North America-based international trade group representing off-road equipment manufacturers and suppliers with more than 1,000 companies and more than 200 product lines in the agriculture and construction-related industry sectors worldwide. The equipment manufacturing industry in the United States supports 2.8 million jobs and contributes roughly \$288 billion to the economy every year.

About the Article

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